

INTIMATIONS

Variety of Uses.

The uses to which Lea & Perrins' Sauce can be put, are innumerable.

At Luncheon, Dinner or Supper, it is the ideal sauce for *Roast Meats, Fish, Game, Cheese, Salad, etc.*

In the Kitchen, it is indispensable to the cook for *flavouring Soups, Stews, Gravies, Minced Meat, etc.*

In India, a favourite "Pick-me-up" is Lea & Perrins' Sauce with *Soda-water.*



THE KAILAN MINING ADMINISTRATION.

KAIPING COAL

Now well-known throughout the East for

STEAM RAISING, FURNACING, STREET MAKING, SHIP BUNKERS, and HOUSEHOLD PURPOSES.

KAIPING COKE

Superior with the best quality English Coke for

FOUNDRY, SMELTING and HOUSEHOLD PURPOSES.

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STOCKS ALWAYS ON HAND.

OFFICES: QUEEN'S BUILDINGS, HONGKONG.

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DODWELL & CO., LTD., Agents

TO LET

TO LET

A Spacious GODOWN situated on SHAMSHIN. For particulars apply to A. VIVIAN HOGG, Shamshin. Hongkong, June 1, 1914. 880

TO LET

FROM 1st JULY, 1914. IN CANTON on SHAMSHIN Lot 55. The premises now in the occupation of the Bank of TAIWAN Ltd. Apply to DAVID SASSOON & CO. LTD. Hongkong, May 6, 1914. 578

TO LET

PART of lot FROOK No. 25, Des Vaux Road Central, in immediate possession. Apply DRAGON CYCLE CO. Also 1 MOTOR BOAT for Sale. Hongkong, May 29, 1914. 672

TO LET

UNFURNISHED, No. 4, Morrison Hill, containing 8 Rooms, with usual servants' accommodation. For further particulars Apply Property Office, JARDINE, MATHESON & Co., Ltd. Hongkong, April 4, 1914. 451

TO LET

ROGATE, "Austria Road, Kowloon; furnished. From 1st October 1913. No. 5 MOUNTAIN VIEW, newly painted and colourwashed. No. 12 BEACONFIELD ARCADE, Shop. No. 7, MOUNTAIN VIEW. No. 7, TWEAVER TERRACE, Peak. Thoroughly renovated and in good order. No. 55, ELGIN TERRACE, newly painted and colourwashed. From 1st June, 1914. ROOMS in Queen's Road Central. No. 17 BELLILLY TERRACE. Apply to LINDSAY & DAVIS, 2nd Floor, Alexandra Buildings, Hongkong, June 15, 1914. 481

TO LET

"GLENSHIEL" 154 Barker Road, 5 rooms, close to Tram Station. Apply to LINDSAY & DAVIS, 2nd Floor, Alexandra Buildings, Hongkong, June 15, 1914. 481

TO LET

TO LET

GODOWN in ICE HOUSE STREET. Apply HONGKONG ICE COY., LTD. Hongkong, May 21, 1914. 643

TO LET

A HACIENDA E. No. 74, Mount Kailash Road. Apply CHATER & M. DY. No. 5, Queen's Road Central. Hongkong, April 2, 1914. 415

TO LET

FOUR ROOMED HOUSES in Salisbury Avenue, Kowloon. Cheap rental. SHOP with Godown attached, NATHAN ROAD, Kowloon. Kowloon Marine Lot No. 48 with Wharf. Apply to HUMPHREY'S ESTATE & FINANCE CO., Ltd. Alexandra Buildings. Hongkong, May 19, 1914. 587

TO LET

FLATS "WILD DELL" No. 147, Wanchai Road, newly built, each flat 3 rooms, kitchen, bath-room and servants' quarters. Quiet Locality. Apply to SANG KEE, Comptroller Department, HONGKONG & SHANGHAI BANKING CORPORATION. Hongkong, May 8, 1914. 587

LESSONS IN CHINESE.

MR LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of teaching Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write to Mr. Li Hon Fan at his office in direct to St. Hollywood Road, 144 floor.

Hongkong May 17, 1914.

DON'T Forget after the Show, Supper and Light Refreshments. ALEXANDRA CLAY. Open till midnight.

THE AMATEUR GOLF CHAMPIONSHIP.

(Continued from page 4)

not avail itself, for the ball shot straight up into the air, and Mr. Broderton, seeing that the Chicago player was not on the green with his second, caught it in his hand before it fell, thus giving up the hole, when, perhaps, there was still a hundred to one chance of getting a hole-in-one. On the next green, however, Mr. Evans himself gave his opponent quite a miss, who put. In the early part of this encounter Mr. Evans was not quite at his ease on the green, and at the sixth hole he missed a very little putt, and as it seemed to me, much less, though Mr. Evans stuck out for his two feet.

Defeat of Mr. Quimet.

SANDWICH, May 20.

Such an exciting and fateful day as this has rarely been known in any championship week. A day that has for the beginning the overthrow of the American open champion by a young British player, who, for all his excellent merits, was not looked upon as being in the first-class, and ends with the defeat of Mr. John Ball at the nineteenth hole with innumerable masters in keeping with such sensations in between, makes for the extraordinary. It has left the 2,000 people who have been watching what has happened on another worn and sun-baked day a little limp.

If this championship meeting has been slow in developing, and is still a very early shape it is producing something uncommonly well worth seeing and thinking about. Mr. Quimet was beaten by 2 holes by Mr. H. S. B. Tubbs, of Littlestone, a tall young player with a easy, clean, and almost graceful style, but who is a man who has so far done nothing in championship golf. This must seem an inglorious failure for America after the jubilation at Mr. Quimet's defeat of Ray and Vardon in the championship at Brookline last September. But Mr. Quimet is to be sympathized with in the position in which he has been placed, for he has been fully aware for some time past that his relative capacity after his spasmodic conquest was rated too highly, and too much was expected of him.

HOW TO THE AMERICANS.

He has taken this defeat in a sensible and sporting way, and when the suggestion was made to him after the match that he had been unfortunate, he replied it, and bravely declared that he had not won. But it is a shocking blow to the Americans, all the same, and to be fair and honest, American golf, as I know it, is far better than this championship has made it out to be.

Both Mr. Travers and Mr. Quimet might indeed have gone very much further. The latter, however, did not lose through a surprising and unusual lack of nerve as a competitor. He simply failed to produce his best game, had a little bad luck with his putts at critical times, and generally suffered, as all the Americans have done, from lack of form, and, particularly, of such a will to control and check the ball. One of two American survivors, Mr. Harold Weber, realized this deficiency at the beginning of the championship, and has been training himself with desperate anxiety to produce the stroke that is wanted, and has almost succeeded now. To this fact he attributes his success.

In Mr. Quimet's match there were three halves to begin with, and then the young American made a mess of the fourth hole, and lost it, and became 2 down at the "bladen," where he missed a putt for the half, and got one of those loose balls at the last short hole, the eighth, and lost it 1 down, being out in an approximate 41 to Mr. Tubbs's 40.

He had been feeling uncomfortable in the grip of his club, and his long play lacked a certain confidence. When he lost the tenth and became 2 down, the seriousness of his position began to take hold of him, and much of the early buoyancy of his manner departed. In the early stages of the contest we had heard him, in his lightness of spirit, making use of such a quaint Americanism when hesitating as to what iron club to use, as "I think I will give it a ride on this."

But now he was silent; his features were set coldly. But certainly his nerve did not forsake him, and during the highly trying period that followed he held himself in hand splendidly. There was a bit at the eleventh, and then Mr. Tubbs, who was playing very steady golf, gained a fortunate 3 at the dog-legged twelfth, and was 3 up.

Mr. Quimet made two splendid wooden club shots to the thirteenth, and scored thereby, but he was three down again at the "Suez Canal" hole that followed. Then a really desperate concluding period was entered upon. Going to the long fifteenth hole, Mr. Tubbs was bunkered in front of the green, but the American, with a fine long iron shot, following upon an excellent drive, reached the ground beyond the bunker, which is to the right of the bunker on which the green is laid. His run up was very short, although he took enormous pains with it, the bank of the plateau having been a difficult factor to calculate.

Meanwhile, Mr. Tubbs had made a brilliant recovery from the bunker to within six yards of the hole. Mr. Quimet had to run in his very long putt to prevent the enemy becoming dory on him, and he

lost it. Mr. Quimet's match there were three halves to begin with, and then the young American made a mess of the fourth hole, and lost it, and became 2 down at the "bladen," where he missed a putt for the half, and got one of those loose balls at the last short hole, the eighth, and lost it 1 down, being out in an approximate 41 to Mr. Tubbs's 40.

THIN BLOOD CAUSES BACKACHE.

Every muscle in the body needs a supply of rich, red blood in proportion to the work it does.

The muscles of the back are under heavy strain and have but little rest. When the blood is a in they lack nourishment, and rebel. The result is pain in those muscles. The best medical authorities agree that backache seldom or never means kidney trouble. Real organic kidney disease may have progressed to a critical point without developing a pain in the back. Doctors detect its presence by the excretions of the kidneys themselves. Pain in the back should always be taken the sufferer to look to the condition of the blood. It will be found in most cases that the use of Dr. Williams' Pink Pills to build up the blood will stop the "grumbling" of the ill-nourished muscles of the back. How much better it is to try Dr. Williams' Pink Pills for the blood than to give way to unreasonable alarm about your kidneys. If you suspect your kidneys any doctor can make tests in ten minutes that will set your fears at rest or tell you the worst.

All doctors tell Dr. Williams' Pink Pills, or send direct to Dr. Williams' Medicine Co., 84 N. 4th Street, New York, one bottle for \$1.50 six for \$8.00 post free. A free book, "Diseases of the Blood," will be sent on request.

From this point he showed a certain slackness. At the short sixteenth, where both reached the green with their tee shots, he ran to a yard from the hole from a position about twenty feet to the left of it and then, when he had only to hole out to get his ball and the hole and the putt was perfectly plain and easy—he played it nervously, and was wide of his mark.

At the seventeenth his play to the green was rather weak, and he left himself too much to do with his last putt. Mr. Quimet was winning again, and being by no means a certain loser now. But at the home hole the American's long approach was a shade too strong, and his ball trickled to the touch at the back of the green; from there he failed to lay it dead. He missed his putt, and Mr. Tubbs, at last getting his, a steady 4 won the hole and the match.

When American hopes and ambitions were in a state of a stupor, they were revived by Mr. Fred H. Tresholt, the New York golfer, who three years ago took Mr. Hilton to the thirty-seventh hole in the final for the Amateur Championship of the United States at Apawamis. During the last few days he has been suffering from a sprained ankle, but he had recovered from this trouble by this morning and was in good fettle when he teed up against Mr. J. R. Platt, one of the Westward Ho! party.

They were only three couples behind the Quimet match, and from time to time little clouds of new comers loomed about the fortunes of the Brookline boy. Mr. Harte shot played sound golf, and the putting on both sides was remarkably good. Mr. Platt having a considerable reputation for his holding capabilities, which he very well sustained in this engagement. On the third green Mr. Harte's second shot to have laid him a hopeless stigma, but from a distance of some 30 ft he grazed past the American's ball and secured a desperate half in 3. It was at the next that Mr. Harte's second shot to have laid him a hopeless stigma, but from a distance of some 30 ft he grazed past the American's ball and secured a desperate half in 3. It was at the next that Mr. Harte's second shot to have laid him a hopeless stigma, but from a distance of some 30 ft he grazed past the American's ball and secured a desperate half in 3.

Quimet's Defeat.

AMERICAN COMMENT.

New York, May 20. The news of Mr. Francis Quimet's defeat was received here to-day with profound disappointment, as everybody expected great things from the Amateur champion. The hopes that the British Amateur Cup would be won by the American were now laid to rest. The New York Evening Post comments as follows:

"Quimet, beaten by a second-class player, he himself playing third-class golf. Such is the fate reserved for the yet-famed conqueror of Ray and Vardon. Yet no one from the British Amateur championship is incredulous after Mr. Quimet's defeat on Monday, when his score was no better than 500 golfers in the United States are capable of making. One safe inference from it all is that golf is not an exact science. Here, at any rate, is one spot where a scientific management cannot be applied, and in that fact lies about the only remaining hope that one of the surviving American players may yet win the British championship. The malign chances of the game having overcome our best, it may be that one who was thought to have the possibility of winning may have the prize handed to him by capricious fortune."

THE MOON AND EARTH-QUAKES.

The disastrous earthquake in Sicily supplies another link in the chain of evidence in support of the theory that the earthquake zone of our planet is unstable when the moon is new or full in perigee, i.e., nearest the earth. The earthquake happened about 10 p.m. local time (9 p.m. Greenwich time), and the moon made its nearest approach to the earth about an hour earlier (at 1.45 Greenwich time), in addition to which it was within a few hours of its full phase. The moon exerts a strong pulling force on the earth, which is at a maximum when in perigee; and at its new or full phase the pull of the sun is added to that of the moon, both forces then acting in the same straight line, and tending to stretch the unstable equilibrium of the earth's interior in the well-defined earthquake belt. Almost the same conditions existed last January, when a big earthquake took place in Japan, as also at the time of nearly all the terrible earthquakes of recent years, notably those in San Francisco, Japan, India, Mexico, Costa Rica, and Central Asia.

SLEEPING.

By a Dental Surgeon.

No. 14, D'ARNAUD STREET.

TERMS VERY MODERATE.

Consultation Free.

1. I have been suffering from toothache for some time, and have tried all the usual remedies without success. I am now in great pain, and I am sure that I shall be able to sleep if I can only get my teeth attended to.

2. I have been suffering from toothache for some time, and have tried all the usual remedies without success. I am now in great pain, and I am sure that I shall be able to sleep if I can only get my teeth attended to.

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His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Gun.	H.P.	Commander.	Last report at.
Alcidity	despatch vessel	1850	2	9000	Comdr. Archibald Cochrane	Wahaiwei
Admiral	Admiralty tug	—	—	—	—	Hongkong
Bramble	river gunboat	710	2	200	Lt. Comdr. V. R. Brandon	Yangtze
Britomart	river gunboat	710	2	200	Lt. Comdr. Q. B. Preston-Thomas	Hongkong
Cadmus	aloop	1070	4	1400	Capt. M. S. Filmer	Yangtze
Cerberus	torpedo boat destroyer	580	4	7300	Lieut. Comdr. H. T. England	Wahaiwei
Cherub	water tank and tug	390	—	300	—	Hongkong
Clio	aloop	1070	4	1400	Comdr. Colin Mackenzie, D.S.C.	Yangtze
Colne	torpedo boat destroyer	580	4	7300	Comdr. Seymour	Wahaiwei
Fame	torpedo boat destroyer	580	4	7300	Lieut. Comdr. F. A. N. Cronie	Hongkong
Hampshire	cruiser, 1st class	10,850	10	20,500	Capt. H. W. G. Gifford	Wahaiwei
Jel	torpedo boat destroyer	580	4	7300	Lieut. Comdr. G. F. A. Mulock	Wahaiwei
Kennet	torpedo boat destroyer	580	4	7300	Lieut. Comdr. F. A. H. Russell	Wahaiwei
Kinsha	river gunboat	618	4	1800	Lt. Comdr. H. D. Murray	Yangtze
Merlin	aloop	1040	—	—	Lt. Comdr. Gifford	Lahm
Minotaur	cruiser, 1st class	14,600	—	27,000	Capt. E. B. Kiddle	Wahaiwei
Moorhen	river gunboat	180	2	500	Lt. Com. Alan Dixon	West River
Newcastle	cruiser, 2nd class	4800	13	22,000	Capt. Frederick A. Powlett	Wahaiwei
Nightingale	river gunboat	85	2	240	Lieut. Com. Malcolm Murray	Yangtze River
Ribble	torpedo boat destroyer	580	—	7500	Lieut. Comdr. R. W. Wilkison	Wahaiwei
Rosario	despatch vessel	930	—	1400	Lieut. Comdr. F. A. N. Cronie	Hongkong
Robin	river gunboat	25	2	240	Lt. Comdr. Nash	West River
Sandpiper	river gunboat	85	2	240	Lt. Com. I. A. S. Hutton	Hongkong
Scipio	river gunboat	85	2	240	Lt. Comdr. M. T. B. Maxwell South	Yangtze
Tamar	receiving ship	1650	—	—	Commodore R. H. Anstruther, O.M.	Hongkong
Teal	river gunboat	180	2	500	Lt. Comdr. S. P. D. Russell	Upper Yangtze
Thistle	river gunboat	710	2	200	Lt. Com. G. F. L. L. Pavey	Hongkong
Triumph	battleship	11,985	18	12,500	Act. Comdr. A. S. S. S. S. S.	Hongkong
Uk	torpedo boat destroyer	580	—	7500	Lt. Comdr. Marvell	Wahaiwei
Welland	torpedo boat destroyer	580	—	7500	Lieut. Comdr. C. A. Poignand	Hongkong
Widgeon	river gunboat	180	2	500	Lt. Com. A. J. Landon	Upper Yangtze
Woodcock	river gunboat	180	2	500	Lt. Com. M. Blackwood	Yangtze
Woodlark	river gunboat	180	2	500	Lt. Comdr. Lloyd	Yangtze
Yarmouth	light cruiser	6250	—	22,000	Capt. H. L. Cochrane	Wahaiwei
C.38	submarine	—	—	—	Lieut. F. J. McGillevie	Hongkong
C.37	submarine	—	—	—	Lieut. J. G. G. G.	Hongkong
C.36	submarine	—	—	—	Lieut. R. K. O. Pope	Hongkong
C.35	torpedo boat	—	—	—	Lieut. Handley	West River
C.34	torpedo boat	—	—	—	Lieut. Barton	Hongkong
C.33	torpedo boat	—	—	—	Lieut. Wyndham-Quinn	West River
C.32	torpedo boat	—	—	—	Lieut. H. W. Seymour	Hongkong

* Flagship of Vice-Admiral T. H. M. Jerram, K.C.R., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and description.	Tons.	Gun.	H.P.	Captain.	Last report at.
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	25	8000	Capt. Makovitz	Chingwangtao
Dupleix	French armoured cruiser	10,014	30	20,000	Capt. Daveluy	Japan
Montcalm	French flag ship	9800	—	—	Capt. de Vaisseau	W. Coast of America
Decidue	French gunboat	445	10	1700	Lieut. Vandier	Shanghai
Argus	French river gunboat	180	8	570	Lieut. Demadille	Canton
Vigilante	French gunboat	123	7	500	Lieut. Lecadei	Canton
Falho	French gunboat	130	—	—	Lieut. Collin	Tongku
Dordard de Lagree	French gunboat	—	—	—	Lieut. Dupuy D'ateme	Tahony King
Lynx	French sub-marine	—	—	—	Lieut. Boluix	Saigon
Protee	French sub-marine	—	—	—	Lieut. Boluix	Saigon
Styx	French armoured gunboat	1798	10	1700	Lieut. Guillaume-Louis	Saigon
Fronde	French destroyer	330	7	300	Lieut. Aurille	Saigon
Ferville	French destroyer	—	—	—	Capt. de Frigate Roussier	Saigon
Pistolet	French destroyer	130	7	300	Comdr. de Manqueze	Saigon
Mousquet	French destroyer	307	6	300	Comdr. de Manqueze	Saigon
Manche	French surveying ship	1625	10	9000	Comdr. Voisin	Saigon
Rmden	German cruiser	3800	22	11,500	Capt. v. Mueller	Tsingtau
Guttenstein	German armoured cruiser	11,600	38	26,000	Capt. Brunsinghaus	Tsingtau
Illis	German gunboat	900	12	1200	Comdr. Saclase	Shanghai
Jaguar	German gunboat	900	12	1200	Comdr. Loring	Hankow
Leipzig	German cruiser	3350	24	11,000	Capt. Haan	Tsingtau
Loche	German gunboat	900	10	1350	Comdr. Thierichsen	Shanghai
Nimburg	German cruiser	3400	22	13,200	Capt. Schin er	Tsingtau
Otter	German river gunboat	—	—	—	Capt. Lieut. Fule	Yangtze River
Scharnhorst	German flag ship	11,600	38	26,000	Capt. Lieut. Brunner	Tsingtau
S. 90	German torpedo boat	445	8	650	Capt. Lieut. Brunner	Tsingtau
Tiger	German gunboat	900	10	1350	Comdr. Bockler	Tsingtau
Tringian	German river gunboat	223	4	1300	Capt. von Muller	Canton
Waterland	German river gunboat	223	4	1300	Offiz. z. S. Dr. Weier	Tsingtau
Marco Polo	Italian cruiser	2145	—	—	Comdr. B. de Grava	Shanghai
S. Coloto	Italian cruiser	—	—	—	Comdr. Foschini	—
Adamastor	Portuguese cruiser	1757	—	—	Capt. Leitao	returned to Lisbon
Macao	Portuguese gunboat	—	—	—	Capt. Corres	Macao
Patria	Portuguese gunboat	700	—	—	Capt. Corres	Macao</

A. S. WATSON & Co., Ltd.
ALEXANDRA BUILDINGS

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

GREECE AND TURKEY.
CRITICAL STATE OF AFFAIRS.

LONDON, June 16.
Many regard the sea as the crux of the Turco-Greek position. Turkey's Dardanelles are now being completed at Elswick, England. An outbreak of war, however, will put an embargo on them.

The Potent Power.

It is noteworthy that the lack of funds in both countries is likely to act as a pacific factor.

Turkish Press Calm.

A telegram from Constantinople states that the Turkish Press takes a calm view of the situation. The "Tanin" says that if Greece intends to make a move, Turkey will remain unmoved.

Serbian Attitude.

A telegram from Belgrade states that the cabinet is discussing the Turco-Greek position in view of the Greco-Serbian Agreement, which compels Serbia to assist Greece in the event of war. It is hoped here, however, that the Powers will mediate with a view to the preservation of peace.

Fighting in Phocia.

A telegram from Constantinople states that official circles are pessimistic with regard to the Turco-Greek situation. There has been fighting at Menemen, Phocia, and 40 of the inhabitants of that town are reported to have been killed while defending it.

Greece Mobilising.

A telegram from Malta states that the Greek Government has ordered all Greek seamen at that port to be in readiness for instant departure.

HOME CRICKET.

LONDON, June 16.
Sussex defeated Northamptonshire at Northampton by 24 runs.

A RUSSIAN LOAN.

LONDON, June 16.
The underwriters have been added with 75 per cent. of the Russian Loan.

OBITUARY.

LONDON, June 16.
The death is announced of Admiral Durnford.

[Admiral Sir John Durnford, who was born in 1840, entered the navy, 1859; Capt. 1863; served Barmah War, 1865-69; commanded Naval Brigade, Upper Burma, 1887; Junior Naval Lord, 1901-4; Commander-in-Chief, Cape of Good Hope, 1904-7; Admiral, R.N. College, Greenwich, 1908-11.—Ed.]

THE UNINVITED VISITOR TO BUCKINGHAM PALACE.

LONDON, June 16.
Pike, the engineer's fitter, who gained an entrance to Buckingham Palace early this month, has been bound over by the Bow Street magistrate, His Majesty the King, having expressed a desire that prisoner should be leniently dealt with.

IRELAND'S ARMY PROCLAMATION VALID.

LONDON, June 16.
In the King's Bench at Dublin, on appeal, two Judges out of three have decided that the Army Proclamation issued recently in Ireland, is valid.

DESTRUCTIVE SUFFRAGETTES.

LONDON, June 16.
A suffragette plot to blow up the London waterworks reservoir at Woolwich was discovered yesterday evening, and the works were strongly guarded by police all night.

SHIPPING AMALGAMATION REPORT DENIED.

LONDON, June 16.
The proposed amalgamation of the shipping companies has been denied.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

HOME RULE QUESTION.
DISCUSSION IN THE LORDS.

LONDON, June 16.
In the House of Lords, Lord Crewe informed Lord Lansdowne that it is proposed to take the second reading of the Home Rule Bill on June 30. The Amending Bill would be introduced next week, to give the Opposition ample time to consider its position. It had been hoped that the Amending Bill would be the result of the conversations between the Parties, and that hope was still entertained.

Lord Lansdowne affirmed that the time allowed for discussing the Amending Bill was altogether inadequate, as this was "The only measure that mattered" (cheers). He emphasised the fact that events have been moving with alarming haste in Ireland, but the Government had done nothing to mitigate the strain, or towards holding conversations. He declared that the Opposition would not proceed with the discussion of the Home Rule Bill if it were only given a chance of seeing the amending measure a few days before the main discussion.

Lord Crewe replied that perhaps an agreement could only be reached by public discussion, rather than by conversations. He understood that Lord Lansdowne preferred public discussion, but if an agreement was reached it mattered little by what road it was approached.

Vote of Censure.

Lord Lansdowne gave notice to move a motion to-morrow censuring the Government for its delay in producing the Amending Bill.

EAGER TO BE A MARTYR.

LONDON, June 16.
Miss Sylvia Parkhurst has undertaken a hunger and thirst strike in or out of prison until Mr. Asquith receives a deputation of Suffragettes.

PLURAL VOTING BILL.

LONDON, June 16.
The Plural Voting Bill was read a third time in the House of Commons, 320 votes being given for, 242 against. It was thereupon introduced a second time under the Parliament Act.

THE ALBANIA CRISIS.

Dutch Commander Killed.

LONDON, June 15.
A telegram from Rome states that the Italian Minister at Durazzo telegraphed that the insurgents in the morning attacked the town from three places. Colonel Thomson, the Dutch Commander of the Gendarmerie, has been killed.

Bluejackets are defending the Legations and the Royal Palace. At the outset it seemed that the town would be captured, but the defenders rallied, and now hope to resist the attacks.

Artillery and Rifle Fighting.

A telegram from Durazzo states that there was continuous heavy artillery and rifle firing. The Prince leading the defenders at Durazzo, they repulsed the insurgents after three hours fighting.

8½ Hours Fighting.

A later telegram from the Albanian capital, sent yesterday afternoon, states that the fighting, after 8½ hours, continues.

Major Thomson was killed while proceeding to the outposts.

Italy and the Recent Arrests.

A telegram from Rome states that it appears that Italy had demanded the Albanian Cabinet to exact an apology from Major Thomson or to dismiss him in connection with the arrests of Professor Marichio and Chialo.

BOWEL COMPLAINT IN CHILDREN.

DEBILITATED CHILDREN.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

DESTRUCTIVE THUNDERSTORM IN PARIS.
SEVEN PERSONS DEAD.

LONDON, June 16.
A fierce thunderstorm has occurred in Paris, which flooded the streets. Roadways collapsed in three places and a taxicab passenger was engulfed. There are at least seven people dead, and it is feared that there are other victims. Numerous buildings were struck by lightning and there was enormous damage.

More Killed and Injured.

A taxicab was extricated in one of the Paris streets. The chauffeur and his passenger, a lady, are dead, having been struck by lightning. Two workmen were killed and eight injured while engaged on a building at Choisy le Roi.

LATER.

Disastrous Landslide.

The worst landslide occurred at the Place Philippe Du Roule, where there is a hole, the surface of which measures 150 square metres and the depth of which is constantly increasing.

The number of persons engulfed is unknown. The quarter is isolated owing to the cutting off of electricity and gas and to water pouring from broken conduits.

PANAMA CANAL TOLLS.

REFEAL BILL SIGNED.

LONDON, June 16.
A telegram from Washington states that President Wilson has signed the Bill repealing the Panama Canal Tolls Exemption Act.

RUSSIA AND ROUMANIA.

LONDON, June 15.
The Tsar successively received the Roumanian Premier and Foreign Minister on the Imperial yacht, and conferred high honours on them. His Majesty afterwards reviewed 20,000 troops, headed by the Crown Prince of Roumania.

In the evening there was a great banquet at the Palace, after which the Tsar and the Imperial family sailed. M. Sazonoff, however, will remain for three days, conferring with the Roumanian Ministers.

(Wah Ts Yat Po's Service.)

URGA'S INDEPENDENCE.

PEKING, June 16.
All the Mongolian Princes met in the President's residence yesterday and decided that the late Emperor Sunting and the President should each send an Envoy to Urga in order to endeavour to persuade the Huktu to cancel the declaration of independence, and to ask the members of the royal family to return to Peking.

YANGTSE AND INDIAN OPIUM.

PEKING, June 16.
The British Minister has agreed to prohibit the export of Indian opium to Yangtse ports from to-day.

DR. SUN NEAR YUNNAN.

PEKING, June 16.
From a secret service agent a report has reached Peking to the effect that Dr. Sun Yat Sen is at the present time living in Annam, close to the Yunnan boundary.

CANTON NOTE REDEMPTION.

PEKING, June 16.
The European adviser of the Imperial Bank declares that the redemption of the Canton notes at 50 per cent. discount would cause serious results.

CONSUL IN URGU.

BY TELEGRAPH.

(Reuter's Service to the China Mail.)

THE 'EMPERESS' COLLISION.
HEROIC SALVATIONISTS.

LONDON, June 16.
A Canadian who was rescued from the "Empress of Ireland" in describing the disaster, states that not a single salvationist was found with a lifebelt, all having given their lifebelts to others.

BAGDAD RAILWAY SCHEMES.

ANGLO-GERMAN AGREEMENT.

LONDON, June 16.
A telegram from Berlin states that an Anglo-German Agreement regarding the Bagdad Railway scheme has been initiated in London by Sir Edward Grey and Prince Lichnowski. A complete understanding has been reached on all the questions.

THE ROUTE TO THE EAST.

The decision, subject to the shareholders' formal consent, to amalgamate the Peninsular and Oriental Steamship Company and the British India Steam Navigation Company, thus bringing under identical control about one million tons of shipping, is in line with the tendency of the times. The current movement in trade is towards powerful combinations. Their creation contributes to concentration of effort, to economy in administration, and, in some instances, to increased efficiency. Great shipping corporations in particular are better able to hold their own in the fierce competition with rivals under other flags which is now so apparent, than individual companies with limited resources. In the present instance there may be other reasons, not yet revealed, for the proposed combination. In any event, the fusion of these two concerns is a matter of more than passing interest. Both have histories of which they may be proud. The Peninsular and Oriental Company rendered notable service in the development of communication between the Western and Eastern Empires in the last days of the East India Company. It opened up modern India to the Occident. In return some effort to be convinced that it was as recently as December, 1840, that a charter was granted to the directors of this line, on the express condition that steam communication with India should be established within a period of two years. Until this momentous decision was reached mails were sent in stages, with inevitable delays—first to Gibraltar by vessels of the Peninsular Company, as it was styled, then by Admiralty packet to Malta, where they were transferred to another Government vessel for conveyance to Alexandria; and after crossing Egypt they were at last placed on board one of the ships of the East India Company. The arrangement was costly and inefficient. Once a charter had been secured, the directors showed splendid enterprise, and as new services were established, not only were notable economies in public money effected, but the prosperity of the adventure—for such they were, indeed—was promoted. Thought the opening of the Suez Canal caused an interruption in the company's career of success, largely because the Post Office, with characteristic want of enterprise, opposed the use of the new waterway for its letters, it suffered only temporary eclipse, and in the intervening years prosperity has smelt on it uninterruptedly. The British India Company has a record hardly less noticeable. It also saved large sums to the community by its wide-awake commercial methods. It was a business man's conception, and did considerable service by its coast steamers in depotting trade activity along the littoral of the Eastern dependency, and afterwards in promoting commerce throughout the Orient. To-day it controls a colossal line of efficient steamers calling at over four-score ports, and it is no exaggeration to assert that it is one of the essential links of the Empire.

By the amalgamation of these two steamship lines, with their vast capital and gigantic carrying trade, we may be minded of the slender thread which connects the King's dominions of the East and the West. These Companies, though small in number, are the backbone of Imperial commerce, moving to and fro the millions of British subjects who are scattered through the world, and they are the mainstay of the Empire. The decision to amalgamate the two companies is a matter of more than passing interest. It is a step towards the creation of a more powerful fleet in the North Sea, than we ourselves possessed in our day of greatest pride and isolation. It is a step towards the maintenance of a squadron in the Mediterranean of at least equal strength to one of these two Powers, and it has urged the Dominions to assist in policing this artery of the Empire. We have to confess that not only do the Admiralty's plans give no assurance that the undertaking will be carried into effect, but there is no indication that our kin and kin of the great self-governing communities overseas realise the necessity for action. On the one hand, the House of Commons has received an intimation from the Chancellor of the Exchequer that next year he looks for a reduction of naval expenditure; on the other, the Dominions at the Antipodes are busy in the decision of small naval forces of no strategic importance. We may admire the spirit of self-reliance which they are exhibiting and the sacrifices they are making; but do they appreciate—or do we, for that matter, appreciate—what it will mean in time of war we cannot keep open the Mediterranean? We wonder if the Indian authorities or the Government of Egypt have yet considered a realisation of the danger which is ahead. In night events in these southern waters are moving rapidly; there is only too strong evidence that the people of the British Empire and the Government of India are not keeping pace with them. The safety of this sea route is not a matter about which the average elector professes much concern, and therefore politicians may feel that they can safely evade it. But unless action is taken, and the power of the sea is maintained, we will be under the pressure of war, with our backs to the wall. We are in a position to solve a problem that affects our Empire and our commercial interests, and the Government of England and the Dominions are not keeping pace with them. The safety of this sea route is not a matter about which the average elector professes much concern, and therefore politicians may feel that they can safely evade it. But unless action is taken, and the power of the sea is maintained, we will be under the pressure of war, with our backs to the wall. We are in a position to solve a problem that affects our Empire and our commercial interests, and the Government of England and the Dominions are not keeping pace with them.

SPORTING.

WATER POLO.

The following will represent the V.R.C. "A" against the R.G.A. in the Water Polo Shield Competition on Wednesday 17th, at 5.45 p.m.
A.V. Barrow (Capt.), C. J. Cooke, R. A. Carrabba, A. S. Ellis, J. C. Finch, J. Forbes, and J. M. Ross Purvis.
Reserve, C. A. C. R. Briggs.
The Public are cordially invited.

Lawn Tennis.

Messrs. Townsend and Elmore who recently defeated Green and Hancock for Interport honours had to accept defeat after a hard match in the opening rounds of the Shanghai Double Championships on the 10th. June. Their opponents were Messrs. Ollenderson and Pelt, who took the sets 4-6, 6-0, 7-5, 4-6, 6-2.

The Olympic Tennis Club, at their Courts on Saturday, defeated the Chinese Recreation Club by 70 runs to 29.

DIET AND BEAUTY.

Problem Of Vegetarian Course Of Living.

What kind of diet is most favourable to good looks? It has been suggested recently that beauty and vegetarianism are closely allied. That idea, of course, is not new. It has been put forward by non-vegetarians ever since the days when the complexion of Daniel and his pale-faced companions "appeared fairer and fatter in flesh" than those of the people who ate the meat provided by King Nebuchadnezzar—food which the sons of Judah refused to touch.

But is doubtful whether an unadorned vegetable diet would produce a perfect complexion. On this point a doctor reads some interesting remarks. "Men and women who are vegetarians," he said, "usually have a splendidly clear skin, but there are no few lifeless vegetarians that one cannot say how the diet would affect the looks of a person who had been fed from childhood in this way. It is doubtful, for instance, whether great physical strength would result from a purely vegetarian diet in early youth."

As for the beneficial result of a non-flesh diet on the complexion, there is more evidence contained in most of the vegetable proteins, as for instance, peas and beans, than in the animal proteins, and this would lead to a certain amount of excretion from the skin which would tend to clear it. Children are given brimstone and treacle when suffering from boils, and women who are troubled with unsightly pimples often take sulphur tablets as a corrective."

A beauty doctor stated that no amount of diet would produce a good complexion without a thorough cleansing of the pores every night. "People may wash their faces," she said, "but they don't clean them. The face is responsible for about 75 per cent. of the bad complexion about."

tion of a more stupendous fleet in the North Sea, than we ourselves possessed in our day of greatest pride and isolation. It is a step towards the maintenance of a squadron in the Mediterranean of at least equal strength to one of these two Powers, and it has urged the Dominions to assist in policing this artery of the Empire. We have to confess that not only do the Admiralty's plans give no assurance that the undertaking will be carried into effect, but there is no indication that our kin and kin of the great self-governing communities overseas realise the necessity for action. On the one hand, the House of Commons has received an intimation from the Chancellor of the Exchequer that next year he looks for a reduction of naval expenditure; on the other, the Dominions at the Antipodes are busy in the decision of small naval forces of no strategic importance. We may admire the spirit of self-reliance which they are exhibiting and the sacrifices they are making; but do they appreciate—or do we, for that matter, appreciate—what it will mean in time of war we cannot keep open the Mediterranean? We wonder if the Indian authorities or the Government of Egypt have yet considered a realisation of the danger which is ahead. In night events in these southern waters are moving rapidly; there is only too strong evidence that the people of the British Empire and the Government of India are not keeping pace with them. The safety of this sea route is not a matter about which the average elector professes much concern, and therefore politicians may feel that they can safely evade it. But unless action is taken, and the power of the sea is maintained, we will be under the pressure of war, with our backs to the wall. We are in a position to solve a problem that affects our Empire and our commercial interests, and the Government of England and the Dominions are not keeping pace with them.

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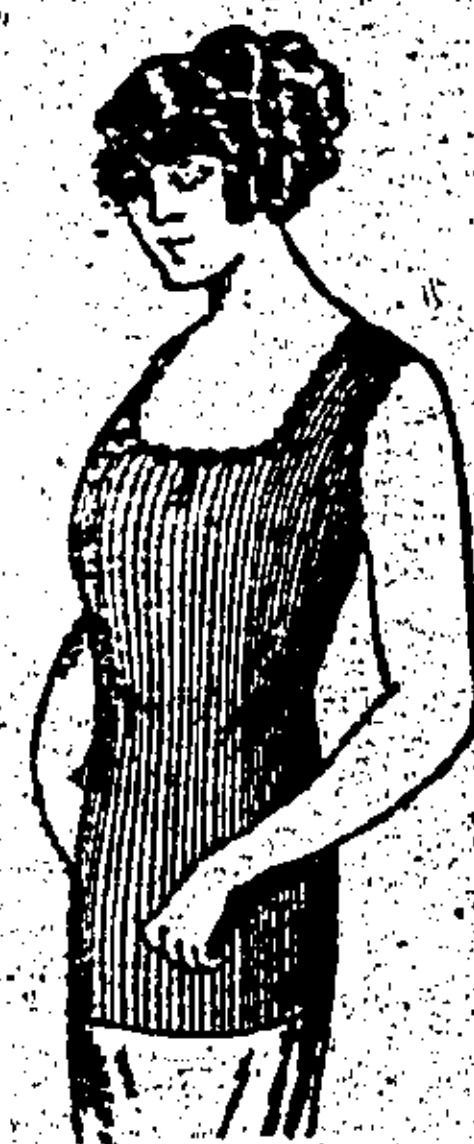
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GIVES REAL COMFORT

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PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

WILL dispatch VESSELS to the Undermentioned PORTS on or about the DATES named—

PORTS	VESSELS	To SAIL	REMARKS
SHANGHAI, MOJI, KOREA	NAGOYA	17th June	Passage
SHANGHAI	HIMALAYA	10 a.m. 17th June	Freight and Passage
LONDON, via Suez, Port of Call	DELTA	20th June	Advertisement
LONDON & ANTWERP	NELLORE	About 24th June	Freight and Passage

All the above steamers are fitted with Wireless Telegraphy.

P. & O. S. N. Co.'s Office.

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VIA VANCOUVER AND
THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

FOR VANCOUVER.

From Hongkong.	
EMPERESS OF JAPAN	Thursday, June 25.
EMPERESS OF RUSSIA	Wednesday, July 1.
EMPERESS OF INDIA	Wednesday, July 22.
EMPERESS OF ASIA	Wednesday, Aug. 5.

Steamships leave HONGKONG at 12.00 Noon.

The EMPERESS OF RUSSIA and EMPERESS OF ASIA are new quadruple screw 11 knot turbine steamers of 18800 tons gross—30,000 tons displacement—the finest, latest and most luxurious on the Pacific.

All steamers of the Company's Pacific and Atlantic Fleet are equipped with the latest wireless apparatus.

Each Trans-Pacific steamer connects at Vancouver with a Mail Express train and as Quebec with the Company's Atlantic Mail Steamers.

The Company's chain of Hotels across Canada are unsurpassed for comfort.

PASSENGER RATES, HONGKONG TO LONDON

From Hongkong.	Optional Atlantic Port	Rate
EMPERESS OF RUSSIA	do	£11.10.
EMPERESS OF ASIA	do	£10.
EMPERESS OF INDIA	do	£10.
EMPERESS OF JAPAN	do	£10.

EMPERESS OF ASIA—Intermediate service—First class railway, second cabin passage of returning from San Francisco by the steamer of the Pacific Mail S.S. Co. or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

SPECIAL THROUGH RATES (First Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, &c. full particulars on application to Agents.

Through Passage rates are allowed Stop Over privileges at the various points of interest on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CHADDOCK, General Traffic Agent, Corner Pender Street and Prays (Opposite Blake Pier).

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, FORT ELIZABETH and CAPE TOWN, with transshipment to COLUMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS.

From Hongkong.	Connecting with "KATHIWAR"	From Colombo.
14th June.	17th July.	

Excellent Accommodation for 1st and 2nd Class Passengers.

ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, FORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS

From Hongkong S.S. "SALAMIS"	About 21st of July.
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First Class Accommodation for Passengers.

Fitted with Wireless Telegraphy.

For Rates of Freight and Passage, apply to

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HONGKONG—NEW YORK.

REGULAR SAILINGS via PORTS and SUEZ CANAL.
(With liberty to call at the Malabar Coast).

FOR NEW YORK.

S.S. MONTROSE, leaving Hongkong on or about 29th June.

For Freight & further particulars, apply to

DODWELL & CO., LTD. Agents.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment to CAIRO, Alexandria, and Constantinople.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Proposed sailings from Hongkong

Steamer from Hongkong.	On or about	Connecting at Calcutta with	On or about
JAPAN	June 18.	"UMHLOTI"	8 August.
YANCHING	June 20.		
MA-SANG	June 22.		
ARABIAN	June 24.		

For Freight & further particulars apply to

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THE NANYO YUSEN KUMI

(SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, and Surabaya.

S.S. RICHMOND MARU, For Japan, Batavia, Cebu, Hongkong, and Singapore, leaving Hongkong on or about 29th June.

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PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANGHURIA 27000 tons

KOREA 18000 tons SIBERIA 18000 tons

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Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

"THE SUNSHINE BELT"—The Best Comfortable Route to America and Europe.

S.S. MONGOLIA, SATURDAY, 28th June, 1 p.m.

S.S. PERSIA, via Manila, SATURDAY, 11th July, Noon.

S.S. KOREA, SATURDAY, 28th July, 1 p.m.

These steamers are famous for their modern equipment, comfort, and the superiority of the outfit, which is under the personal supervision of Mr. V. Belmont, the world-famous engineer, with electric lighting, heating, and running water.

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